

(Catalog of Federal Domestic Assistance No. 83.100, "Flood Insurance.")

Dated: April 9, 1996.

Richard W. Krimm,

*Acting Associate Director for Mitigation.*

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## DEPARTMENT OF TRANSPORTATION

### Federal Highway Administration

#### 49 CFR Part 391

[FHWA Docket No. MC-96-2]

RIN 2125-AD73

#### Qualification of Drivers; Vision and Diabetes; Limited Exemptions

**AGENCY:** Federal Highway Administration (FHWA), DOT.

**ACTION:** Final rule; technical correction.

**SUMMARY:** This document corrects the amendatory language for 49 CFR 391.2 in the issue of March 26, 1996, in FR Doc. 96-7226 on page 13346 (61 FR 13338). The March 26 document contained, among other things, a technical amendment to relocate an existing provision on exemptions for intracity zone drivers, found at 49 CFR 391.2(d), to 49 CFR 391.62 so that all limited exemptions from driver qualification standards could be found in the same subpart. Paragraphs 391.2(a), (b), and (c), were to remain unchanged.

Inadvertently, the paragraph designation for § 391.2(d) was omitted in the amendatory language where the text of this paragraph only was redesignated as § 391.62, thereby deleting § 391.2 (a), (b), and (c). This document technically corrects that amendatory language to include the omitted paragraph designation and thereby reinstate the text of § 391.2 (a), (b), and (c).

**EFFECTIVE DATE:** March 31, 1996.

**FOR FURTHER INFORMATION CONTACT:** For information regarding program issues: Ms. Sandra Zywockarte, Office of Motor Carrier Research and Standards, (202) 366-4001. For information regarding legal issues: Mr. Paul Brennan, Office of Chief Counsel, (202) 366-0834. Office hours are from 7:45 a.m. to 4:15 p.m., e.t., Monday through Friday, except Federal holidays.

The FHWA hereby corrects the amendatory language for 49 CFR 391.2 as published on March 26, 1996, in FR Doc. 96-7226 on page 13346 to read as follows:

#### § 391.2(d) [Redesignated as § 391.62]

2. Part 391 is amended by redesignating § 391.2(d) as § 391.62 and revising it to read as follows:

Authority: 49 U.S.C. 504, 31133, 31136, and 31502; and 49 CFR 1.48.

Issued on: April 8, 1996.

Edward V.A. Kussy,

*Acting Chief Counsel.*

[FR Doc. 96-9557 Filed 4-18-96; 8:45 am]

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### National Highway Traffic Safety Administration

#### 49 CFR Part 583

[Docket No. 92-64; Notice 08]

RIN 2127-AG03

#### Motor Vehicle Content Labeling

**AGENCY:** National Highway Traffic Safety Administration (NHTSA), Department of Transportation (DOT).

**ACTION:** Denial of petition for reconsideration.

**SUMMARY:** The American Automobile Labeling Act requires passenger motor vehicles (passenger cars and other light vehicles) to be labeled with information about their domestic and foreign parts content. NHTSA issued a final rule in July 1994 to implement that statute. In September 1995, in response to petitions for reconsideration, the agency issued a final rule modifying that final rule. This document responds to a petition for reconsideration of the September 1995 final rule. Upon review, the agency is denying the petition.

**FOR FURTHER INFORMATION CONTACT:** Mr. Orron Kee, Office of Planning and Consumer Programs, National Highway Traffic Safety Administration, Room 5313, 400 Seventh Street SW., Washington, DC 20590 (202-366-0846).

#### SUPPLEMENTARY INFORMATION:

##### Background

On July 21, 1994, NHTSA published in the Federal Register (59 FR 37294) a new regulation, 49 CFR Part 583, Automobile Parts Content Labeling, to implement the American Automobile Labeling Act (Labeling Act). That Act, which is codified at 49 U.S.C. 32304, requires passenger motor vehicles to be labeled with information about their domestic and foreign parts content.

Under the Labeling Act and Part 583, vehicle manufacturers are required to affix to all new passenger motor vehicles a label which provides the following information: U.S./Canadian Parts Content, Major Sources of Foreign

Parts Content, Final Assembly Point, Country of Origin for the Engine, and Country of Origin for the Transmission. Vehicle manufacturers must calculate the information for the label, relying on information provided to them by suppliers. Under the 1994 final rule, manufacturers and allied suppliers are required to request their suppliers to provide the relevant content information specified in Part 583, and the suppliers are required to provide the specified information in response to such requests.

NHTSA received a number of petitions for reconsideration of the 1994 final rule, including one from the American Automobile Manufacturers Association (AAMA). NHTSA issued two notices in response to those petitions.

In a final rule published in the Federal Register (60 FR 14228) on March 16, 1995, NHTSA partially responded to the petitions for reconsideration by extending, for an additional year, a temporary alternative approach for data collection and calculations. This approach permits manufacturers and suppliers to use procedures that are expected to yield similar results to the full procedures set forth in Part 583. NHTSA provided this temporary alternative approach in the 1994 final rule because there was insufficient remaining time, before the statutory date for beginning to provide labeling information, for manufacturers to complete the full procedures. The agency provided the one-year extension of the temporary approach in light of a substantial number of complex issues raised about the full procedures in the petitions for reconsideration and the time needed by the agency to address those issues.

The agency completed its response to the petitions in a final rule published in the Federal Register (60 FR 47878) on September 15, 1995. The agency made a number of changes to reduce the burdens associated with making content calculations and to produce more accurate information.

The agency received one petition for reconsideration of the September 1995 final rule. AAMA re-raised an issue that it had raised in its first petition, concerning a provision in Part 583 which specifies that the U.S./Canadian content of components must be defaulted to zero if suppliers fail to respond to a manufacturer's or allied supplier's request for content information. In initially adopting this provision in the July 1994 final rule, the agency stated that it did not believe that this situation will occur very often and that the provision will ensure that U.S./